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Moscow, Ogonek, No 37, Sep 53

A year ago, the Krasnoyarsk Shipbuilding Yard of the Ministry of Timber and Paper Industry was building new towing vessels -- shallow-draft jet cutters. Now, on the Yenisey River, a new improved model of the cutter has appeared. Its chief advantage is that it may be used for carrying passengers in addition to carrying out towing duties. The passenger cutters have comfortable, well-designed cabins which are amply furnished with electric lights and steam heating.

In addition to having a shallow draft, the new cutter design is especially adapted for shallow water work because its rudder and screw do not extend below the ship's bottom line. The screw is in the interior of the ship's hull, fitted into a special pipe which runs through the hull to a square duct in the ship's bow. The screw sucks water into the pipe through the bow duct and expels it with great force out the stern gland. This steady push gives the cutter a forward speed which can be regulated by the revolutions of the screw.

The stream of water from the ship's stern can also be used for freeing grounded vessels, since the stream will cut out sand or mud from around a ship's hull.

Moscow, Trud, 19 Aug 53

Five seine fishing vessels have tied up in Okhotsk after making the trip there from the Nevel'skaya-na-Kamchatka Shipyard. This is the first flotilla for the active commercial fleet which will supply the fishing industries of the Okhotsk shore. This year, the fleet has already organized deep-water herring fishing.

The fleet operated by the fishing enterprises of the Okhotsk Fishing Trust is growing every year. In addition to fishing vessels, this year towing cutters, barges, kungas, and other ships have been added.

Moscow, Vechernyaya Moskva, 19 Aug 53

The new two-deck passenger steamer Vyacheslav Shishkov has arrived in Moscow from Rostov-na-Donu. The ship was built in Hungary.

The salons, cabins, lobbies, corridors, and other spaces are finished in polished wood inlay.

The S/S Vyacheslav Shishkov will be put into service on the Kama River.

BARGE PUSHING ON THE VOLGA -- Moscow, Vodnyy Transport, 24 Sep 53

More than 50 tows have been dispatched by the pushing method along the Volga River (in the Stalingrad-Vladimirovka area) during the first half of the 1953 navigation season. All of the tugs using the method have fulfilled or exceeded their monthly transport plans.

The S/S Irkutsk (Captain Pushkarev) has begun tying up tows of three barges for pushing with shortened hawsers (35-40 meters in length as compared to the 75-80 meters usually required). This saves 2 hours in tying up and requires much less line. /See Figure 1, appended./

A Volga River diesel vessel (of the Krasnoye Sormovo class) has developed a setup for pushing four heavy-capacity barges. The total weight of cargo carried in a tow of this kind will run between 10,000 and 11,000 tons. /See Figure 2, appended./

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Despite these successes, the Administration of the Volga Freight Steamship Line has not made the most efficient use of the pushing method. Barges equipped for pushing are dispatched to other rivers and return only after great delay; thus, the steamship line is forced to make use of unequipped barges in pushing tows. Frequently, a ship's crew will refit barges for pushing without the aid of the steamship line.

These barges, after refitting, must receive a navigation permit from the Registry, but in Stalingrad a representative of the Registry is difficult to find.

The great bulk of the barges are not being properly fitted for pushing. A barge which is to be tied up for pushing must have reinforced bits, but this work is not being done. Except for the Irkutsk, not one of the vessels engaged in pushing is equipped with telephone communications. Nor are the ships provided with chain of the correct type. It is imperative that ships used for pushing have chain connecting shackles, but they cannot be found in Stalingrad. In order to tie-in the turnbuckles, the stern anchor shackle must be removed and used as a connecting chain shackle; this operation results in considerable loss of time. The steamship line has sent 40 pelican hooks to Stalingrad, but they are not supplied with connecting shackles. As a result, these hooks are lying in a warehouse because they cannot be used.

If the crews' efforts to refit the barges are to be successful, the Administration of the Volga Freight Steamship Line must take the leadership in the program and aid the ship workers.

SMALL RIVER TRANSPORT IN UZBEK SSR -- Tashkent, Pravda Vostoka, 18 Aug 53

The condition of the small river fleet and ferry service within the Uzbek SSR is unsatisfactory. However, Uzrechtrans (Uzbek River Transport) is now working to revitalize the river fleet and to assure reliable water transport. --Knyshev, chief, Main Administration for River Transport, Ministry of Roads and Transport Management Uzbek SSR

TRANSPORT ON THE CHUSOVAYA RIVER -- Moscow, Izvestiya, 15 Aug 53

The Chusovaya River runs out of Lake Chusovaya, situated in the watershed of the Ural Mountains. The river is 777 kilometers long, 60-120 meters wide in mountainous areas, and 200-300 meters wide in lower regions. Some 150 small rivers empty into the Chusovaya at various points along its length.

At one time, the Chusovaya River carried all the products of the Ural metallurgical plants, but, since the coming of the railroads, traffic on the river has been limited to timber. Recent scientific research has shown, however, that it is entirely possible to use the river as a transportation route. It would only be necessary to clear the channel and sand bars of timber obstructing them. The Chusovaya River could take a great deal of the local transport burden from the railroads in the central Ural Mountain region.

SHIPPING DELAYS AND COST INCREASES -- Moscow, Vodnyy Transport, 26 Sep 53

Ships of the Northern River Steamship Line stood idle 37,560 horsepower-days during August. During the first 10 days of September, they were idle 15,540 horsepower-days.

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For some time past, considerable quantities of consumers' goods have been accumulating in the warehouses of Kotlas port; 92 tons of freight are waiting for shipment to Arkhangel'sk, 1,598 tons of meal, sugar, and confectioners' products are awaiting shipment to Yarensk and rayons of the Komi ASSR, and 153 tons are awaiting transport to Velikiy Ustyug.

Ships are being processed very slowly in Kotlas. On 9 and 10 September, five empty barges were brought into the port, but not one of them has been loaded to date.

The work in ports and at wharves of the Northern River Steamship Line is directed by Danilov, deputy chief of the steamship line. Visits to the port areas by Danilov have done nothing toward improving the work in these places.

The cost of river transport for the ministry as a whole increased 2.6 percent during the first half of 1953. The increase was even more in several main administrations: 3.6 percent in Glavtsentrotlot (Main Administration of the Central Basins River Fleet), 7.7 percent in Glavnefteflot (Main Administration of the Petroleum Fleet), 6.3 percent in Glavsevozflot (Main Administration of the Northwestern Basins River Fleet), and 5.8 percent in Glavvostokflot (Main Administration of the Eastern Basins River Fleet).

There are many factors contributing to these deficiencies. In many passenger lines of the Volga Freight and Passenger Steamship Line and the Volga Freight Steamship Line passenger fares are not collected conscientiously, and in many ports cargoes are transferred from ships to railways for further shipment without fees being collected -- I. Semenov, chief, Administration of Finances and Exchange, Ministry of Ocean and Inland Shipping.

VESSEL LOCATIONS AND ACTIVITIES -- Moscow, Vodny Transport, 24 Sep 53

Captain I. Shtruchka of the S/S Molodaya Gvardiya (Dnepr Steamship Line) has trained his crew to tie up barges to the towing vessel while under way.

Kiev, Pravda Ukrainy, 16 Aug 53

The following ships are operating with the Dnepr Steamship Line: S/S Alma-Ata, S/S Matias Rakoshi, S/S Akademik Timiryazev, S/S Frunze, S/S Moskva, S/S Akademik Vavilov, and M/V Sozh.

Moscow, Komsomol'skaya Pravda, 16 Aug 53

The S/S Zhdanov and the S/S Tadzhikistan (tug) are operating with the West Siberian Steamship Line.

Moscow, Vodny Transport, 26 Sep 53

The cutters Kuybyshev, Osoaviakhim, and Deputat have completed voyages up the Volga and Samara rivers with various types of freight destined for kolkhozes and sovkhoses in Kuybyshevskaya Oblast.

So far this month, 5,200 solid cubic meters (festmetr) of wood have been transported for kolkhozes and sovkhoses in Khvorostyanskiy, Privolzhskiy, and Syzranskiy rayons. Some 20,000 solid cubic meters of wood have been towed along the Samara River for kolkhozes and sovkhoses in Dubovo-Umetkiy, Bol'sheglushitskiy, and Koldybanskiy rayons.

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More than 50 ships of the Northwestern Steamship Line have completed their 1953 plans. Among them are the M/V Kometa, M/V Kapitan Petrov, M/V Dispatcher Filippov, S/S Smol'nyy, and S/S Belovodsk.

The M/V St-11 (Captain Nagornykh) and the M/V St-124 (Captain Petrov) are continuing to do excellent work on the Lower Irtysh and Ob' rivers.

The M/V ST-11 recently delivered a cargo of vegetables from Tobol'sk to Salekhard. The M/V ST-124 delivered meal, sugar, salt, and other products from Omsk to Karelino.

Agricultural machinery and equipment for MTS in Omskaya and Tyumenskaya oblasts are being shipped along water routes. The M/V Dikson towed timber carrier No 535 on which tractors, combines, potato diggers, and threshing machines were loaded. The cargo was destined for MTS in Tarskiy, Ust'-Ishimskiy, and other rayons.

The S/S Parkhomenko, S/S Sergey Lazo, and the S/S Mekhanizator are operating with the Dnepr Steamship Line.

Moscow, Komsomol'skaya Pravda, 19 Aug 53

The S/S Aziya has completed a voyage from Vladivostok to Petropavlovsk-Kamchatskiy.

Vil'nyus, Sovetskaya Litva, 20 Aug 53

On 17 August a new passenger line was opened from Vil'nyus to Zakret with intermediate stops at Zhverinasskiy Most.

Divers from Kaliningrad aided in clearing the river channel for the new line.

The M/V Kom'yaunolis (Captain L. Pvetkov) will be put into service on the new line.

Kiev, Pravda Ukrainy, 20 Aug 53

The fleet of the Northwestern Steamship Line is transporting large quantities of potatoes and vegetables. The fast freighters M/V Aleksandr Kirillov and M/V Petrov-Il'in are delivering these cargoes to Leningrad from various rayons in Leningradskaya and Novgorodskaya oblasts. Ten more ships are being used for the transport of agricultural products this year than were employed in this work last year.

A new rapid towing service has been opened from Voznesen'ye to Leningrad for the transport of construction materials.

Moscow, Vechernyaya Moskva, 15 Aug 53

The S/S Kronshtadt, the S/S Makar Mazay, the S/S Stakhanov and the S/S Bol'shevik are operating in the Rybinskoye Reservoir.

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NEW BLACK SEA SANATORIUM OPENED -- Moscow, Vodnyy Transport, 24 Sep 53

The Services Administration (Khozupravleniye) of the Ministry of Ocean and Inland Shipping has announced the opening on 1 April 1954 of a new sanatorium on the shore of the Black Sea. Located at Gagry, Abkhazskaya ASSR, the new sanatorium will be open from March to December. It will have a laboratory, X-ray and physical therapy facilities, dental offices, and medicinal baths.

The period of medical treatment is 24 days, and costs 1,200 rubles.

Organizations, or individual workers of the Ministry of Ocean and Inland Shipping, wishing to acquire a pass for the sanatorium must apply to the Services Administration of the Ministry of Ocean and Inland Shipping at the following address: Moscow, Petrovka, No 36.

NEW AUTOMATIC SOUNDING DEVICE DEVELOPED -- Moscow, Vechernyaya Moskva, 19 Aug 53

An automatic sounding device has been developed to replace the hand lead in river navigation.

Two flexible metal rods are connected to the bottom of the ship at the bow, one on each side, with one end projecting downward in such a way that it will slide over the river bottom when the vessel is under way. As the river becomes more shallow, the rod is bent upward, toward the ship's bottom. The amount of this bend is transmitted by a special device to a dial in the wheelhouse. This dial shows the water depth with less than 5 centimeters of error.

The automatic sounding device was built by the Central Scientific Research Institute for the Economics and Operation of Water Transport. The first trials were carried out in the experimental research yards of the Technical Administration of the Ministry of Ocean and Inland Shipping.

PREPARATIONS FOR WINTER ON THE KAMA RIVER -- Moscow, Vodnyy Transport, 26 Sep 53

The weather is becoming cold along the Kama River, and ships are beginning to arrive at the Chelninskiy Shipyards for winter repairs. The yard's preparations for winter leave much to be desired, however. The yard administration (director, Zhukov) has mobilized the personnel for work unsatisfactorily, and many serious blunders have been tolerated.

To begin with, the poor utilization of transport has caused delay in the delivery of several thousand cubic meters of lumber to be used in ship repairs. The yard must have frame saws and emery with which to sharpen them, but only 8 of the 30 saws required to carry out the work program have been delivered.

The Kama Steamship Line, operator of the yards, is not guiding the winter preparations, but is carelessly overlooking needs. In about 3 weeks, it will be impossible to bring in fuel or ship repair materials by water, and the yards are 100 kilometers from the nearest railway station by cart or motor transport.

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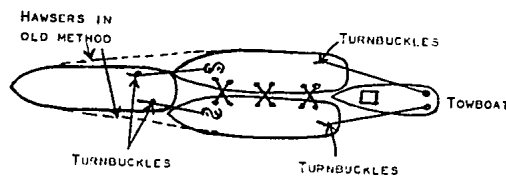


Figure 1. Towing Plan Used by the Irkutsk

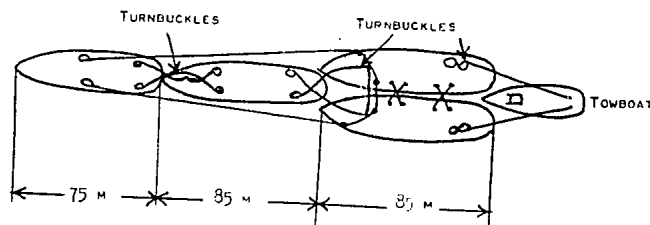


Figure 2. Towing Plan Used for Four Heavy Barges

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